VFR TERMINAL AREA CHART
BALTIMORE - WASHINGTON

VFR PLYWAY

BALTIMORE-WASHINGTON

Entire area of this chart is within the Eastern Standard Time Zone +5 (-4 DT) =UTC

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VORTAC or VOR/DME location
- Seaplane Base

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved runway(s) identifiable and 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Dot indicates FAR 91, Special Air Traffic Rules and Airport Traffic Patterns

Runways with Right Traffic

- RP Special conditions exist - see Supplement.
- SVFR Special VFR Clearance
- NO SVFR - Pilot may not operate VFR flight in airport/zone.
- CT - 118.3 - Control Tower (CT) - primary frequency
- * - Star indicates operation part-time. See tower frequencies - tabulation for hours of operation.
- Follows the Common Traffic Advisory Frequency (CTAF)
- Weather Camera
- ATIS 123.8 - Automatic Terminal Information Service
- APIS 135.2 - Automatic Flight Information Service (AFIS)
- ASOS/AWOS 120.42 - Automated Surface Weather Observing System/Automated Weather Observing System (Voice broadcast of ATIS not available). Shows ASOS/AWOS location when not co-located at airports.
- UNICOM - Aeronautical advisory station
- VFR Advisy - VFR Advisory Service shown where full-time ATIS and CT are not available, or other than primary CT frequency.
- 20-R - Elevation in feet
- L - Lighting in operation Sunset to Sunrise
- * - Lighting limitations exist; refer to Supplement.
- 72 - Length of longest runway in hundreds of feet; 72=7200 feet, 100=10000 feet.

When intermediate lighting, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class B Airspace Mode C - see FAR 91.215(MA)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet [A minus ceiling indicates the airspace is not full-time, refer to text including that value.]
- Class E (sfc) Airspace

CLASS G

- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or greater Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL - Differentiates floors of Class E Airspace greater than 700 ft. above surface

Class E Airspace exists at 1200' AGL unless otherwise designated. Class E Airspace Low altitude Federal Airways and RNAV 2 Routes are indicated by center line, boundaries are not depicted (except for Northern and Western areas).

- 1200 — Total mileage between numbers on RNAV Routes
- 2100 — Minimum Enroute Altitude (MEA)
- (Helicopter Only) — RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area
- Parachute Jumping
- National Defense Airspace
- Temporary Flight Restriction (TFR)
- ADIZ - Air Defense Identification Zone
- HOCE CTA (See FAR 91.215(UM).)
- Terminal Radar Service Area (TRSA)
- Training Routes
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

Name of Airport — Airport Identifier — Location Identifier

Underline indicates no voice on frequency.

- Continuous Broadcast Voluntary Multicast Shutdown status.
- Limited Hours, Non-Directional or On-Request.
- ASOS/AWOS
- Weather Camera

FSS radio providing voice communication — LMM/R

R - Receive only

Frequencies above thin line box are remoted to the FSS. Frequencies below the line are voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

Name of Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- VORTAC
- DME
- Non-Directional Radio Beacon (NDB)
- NDB - DME
- Other navaids, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

Pole or tower with guy wires

- 1000 ft and higher AGL
- Above 200 ft AGL (above 200 ft AGL in urban area)
- Group Obstruction
- Obstruction with high-intensity lights that may operate part-time.
- Wind Turbine Farm
- Elevation of the top above mean sea level
- Height above ground
- Under construction or reported (not confirmed)
- NOTICE: Sky wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- P - Parachute Jumping Activity Area (See Supplement.)
- STADIUM — Event TFR site within 3 NM, up to and 3000' AGL
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area
- Isogonic Line (2025 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- 11822 (Elevation of Pass) Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Visual flight over mountainous areas may exist within and near mountain passes.

BALTIMORE-WASHINGTON TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

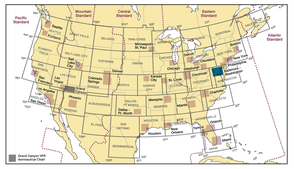
Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NGA REF. NO. VFRTAWASHDC

EFF. DATE 26078

CONTROL TOWER FREQUENCIES ON BALTIMORE-WASHINGTON TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	CONTINUOUS	118.4 257.8	121.8	115.1 127.8	
DAVISON AAF	0600-2130 MON-FRI; DVT HOL	134.275 227.4	121.7 311.8	128.175	PAR
EASTERN WV RGNL/ SHEPHERD FLD	0900-2300 MON-FRI; 0900-2100 SAT-SUN; O/T BY NOTAM	134.3 233.7	121.8 257.65		
EASTON/NEWNAM FLD	0600-2200	118.525	119.075	124.475	
FREDERICK MUNI	0700-2100	120.4	127.425	124.875	
HAGERSTOWN RGNL/ RICHARD A. HENSON FLD	0700-2300	119.3 255.4	120.8		
JOINT BASE ANDREWS	CONTINUOUS	118.4 349.0	121.8 273.8	120.075 251.55	
LEESBURG EXEC	0600-1800	127.5	120.5		
MARTIN STATE	0600-2200	133.1 340.75	121.8	120.175	
MARTIN STATE	0600-2200	120.3 254.425	121.8 253.4	124.925	
PATUXENT RIVER NAS (TRAPNEL) FDS	CONTINUOUS O/T BY NOTAM	122.7 348.6	120.4 339.4	332.425	ASR/PAR
PENTAGON AAF	0730-1700; MON-FRI 24 HRS PPR, CCD HOL	143.1 231.3			
QUANTICO MCAF (TURNER FLD)	0600-2100 MON-FRI; 0800-1700 R6 SAT, SUN & HOL BY NOTAM	118.4 360.2	121.75 340.3	263.15	ASR/PAR
RONALD REAGAN WASHINGTON NTL	CONTINUOUS	119.1 257.8 (RWY 01/19) 120.25 348.6 (RWY 15/33) 121.7 257.8 (RWY 01/19) 120.1 317.8 (RWY 01/19) 121.625 348.6 (RY 15/33)	121.7 317.8 (RY 01/19) 121.625 348.6 (RY 15/33)	134.85	
WASHINGTON DULLES INTL	CONTINUOUS	120.7 257.8 (RWY 01L/19R) 120.25 348.6 (RWY 01C/19C) 120.1 317.8 (RWY 01L/19R & 12/30)	121.9 340.5 (RWY 01L/19R & 12/30) 121.65 348.6 (RWY 01C/19C)	128.725	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES		SERVICE AVAILABILITY
WASHINGTON TRI-AREA CLASS B	BALTIMORE	119.0 362.375 (030°-100°) 134.65 317.425 (101°-130°) 119.7 290.475 (131°-029°)	CONTINUOUS
	DULLES	128.7 307.9 (181°-047°) 135.9 269.125 (048°-180°) 120.45 354.725 (241°-355°)	
	REAGAN NATIONAL	124.1 339.25 (231°-050°) 119.1 257.8	
PATUXENT RIVER NAS (TRAPNEL) FDS	127.65 314.0 (036°-144°) 120.05 391.8 (145°-035° ABOVE 3000) 121.0 200.3 (145°-035° 3000 & BELOW) O/T 135.625 268.425 KOCANA/C TRACON		0700-2200 O/T BY NOTAM
PHILIPS AAF	123.525 291.425		CONTINUOUS
WADE AHP (ABERDEEN PROVING GROUND)	123.525 291.425		CONTINUOUS

For weather camera information visit https://weathercams.faa.gov

SPECIAL FLIGHT RULES AREA (SFRA)

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

GROUND ELEVATIONS IN FEET: 3514 / 3000 / 2000 / 1000 / Sea Level — CONTOUR INTERVAL 200'

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210

NAUTICAL MILES
STATUTE MILES
KILOMETERS

BALTIMORE-WASHINGTON

VFR FLYWAY PLANNING CHART
BALTIMORE - WASHINGTON
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
VORTAC — PPS 121.8
VOR-DME — KIP 110.7
NDB — DCW 262
NDB-DME — RMW 329
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
"Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected) (may be lit or unlit) 2049

MISCELLANEOUS Navigation Reference Point N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION Mountain Top or Peak and Spot Elevation 12256

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://tfas.gov/gotlas/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4600, Silver Spring, MD 20910-3281.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines are the highest known elevation rounded up to the next 100 and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 125

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*FLYWAY NOTE
RECOMMENDATIONS FOR FLIGHT THROUGH THIS AREA:
1. Indicated airspeed should not exceed 140 knots.
2. Anticollision, position/navigation, and/or landing lights should be on.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE BALTIMORE-WASHINGTON AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE BALTIMORE-WASHINGTON AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

SPECIAL USE AIRSPACE ON BALTIMORE-WASHINGTON TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "SS" on altitude means "To and including." FL = Flight Level
NO A/G = No air to ground communications. Contact Flight Service for information.

T Other times by NOTAM. NOTAM = Use of this term in Restricted Areas includes FAA and DoD NOTAM systems. Use of this term in all other Special Use Airspace indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-40	TO BUT NOT INCL 3000 EXCEPT 5,400ft	CONTINUOUS	NO A/G	
P-56 A, B	TO 18,000	CONTINUOUS	NO A/G WARNING - AVOID THIS AREA	
P-73	TO BUT NOT INCL 1,500	CONTINUOUS	NO A/G	
R-4001 A	(1) SFC TO 10,000 (2) 10,000 TO 18,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	(1) 0700-2200T (2) 0000-0700	WASHINGTON CNTR	134.5 340.7
R-4001 B	SFC TO 10,000 10,000 TO 18,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	INTERMITTENT BY NOTAM	WASHINGTON CNTR	134.5 340.7
R-4001 C	SFC TO 10,000	CONTINUOUS	POTOMAC TRACON	134.5 340.7
R-4002	SFC TO 20,000	38 TO 3400 1HR IN ADVANCE	WASHINGTON CNTR	134.5 340.7
R-4005	TO BUT NOT INCL FL 250	0700-2300T	WASHINGTON CNTR	133.9 281.4
R-4006	3300 TO BUT NOT INCL FL 250	0700-2300T	WASHINGTON CNTR	133.9 281.4
R-4007	TO BUT NOT INCL 3000	0700-2300T	WASHINGTON CNTR	133.9 281.4
R-4009	SFC TO 3000 3000 TO 5000	CONTINUOUS TRANSP HVY BK AUTHORIZED BY WASHINGTON CNTR WHEN CONDITIONS PERMIT	WASHINGTON CNTR	134.15 380.4
R-6608 A, B, C	TO 10,000	0330-2400 24 HRS IN ADVANCE	POTOMAC TRACON	134.65 306.925
R-6611 A	TO BUT NOT INCL 10,000	0800-1700 MON-FRI 146 HRS IN ADVANCE	WASHINGTON CNTR	132.77 331.8
R-6611 B	10,000 TO 40,000	BY NOTAM 48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 331.8
R-6612	TO 7000	0800-1700 MON-FRI 146 HRS IN ADVANCE	WASHINGTON CNTR	132.77 331.8
R-6613 A	TO BUT NOT INCL 10,000	0800-1700 MON-FRI 146 HRS IN ADVANCE	WASHINGTON CNTR	132.77 331.8
R-6613 B	10,000 TO 40,000	BY NOTAM 48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 331.8

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEMO 1	SFC TO 3000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 2	1,000 TO 13,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 3	ABOVE 3000 TO 13,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
WALKER	SFC - 2000	38-53	POTOMAC APP	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart. †Other time by DoD NOTAM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)
All IFR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

WASHINGTON TRI-AREA CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Reagan Washington National Airport or Joint Base Andrews unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Washington TRI-AREA Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

NOTICE
Special awareness training required within 60 NM of DCA VOR-DME. See description.

POTOMAC AIRPARK (W35)

HAGERSTOWN RGNL/ RICHARD A HENSON FLD (HGR)

HGR 109.8

MID ATLANTIC SOARING (W73)

P-40 R-4009
WARNING AVOID PROHIBITED AREA
R-4009 OVERLIES P-40

CAUTION
CONTACT FLIGHT SERVICE FOR LATEST FLIGHT RESTRICTION STATUS AND NOTAMS ASSOCIATED WITH P-40 AND R-4009

Washington DC Metropolitan Area

The DC SFRA is that area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interests of National Security. Specifically, the DC SFRA is that airspace, from the surface to but not including FL60, within a 30 NM radius of 38°51'34" N, 77°02'11" W or the DCA VOR/DME.

The Washington DC Metropolitan Area Flight Restricted Zone (DC FRZ) is defined as an area bounded by a line beginning at the Washington DCA VOR-DME 311° radial at 15 NM 38°59'31"N, 77°18'30"W, thence clockwise along the DCA 15 NM arc to the DCA 002° radial at 15 NM 39°06'13"N, 77°02'19"W, Thence southeast via the DCA 002° radial to the 11 NM arc 38°57'10"N, 77°00'16"W, thence south via a line direct to the DCA 064° radial at 13 NM 38°50'31"N, 76°48'32"W, thence clockwise along the 13 NM arc to the DCA 276° radial at 13 NM 38°50'53"N, 77°18'48"W, thence north to the point of beginning, excluding the airspace within a 1 NM radius of Freeway Airport (W00) Mitchellville, MD, from the surface up to but not including FL 180. The DC FRZ is within and part of the Washington DC Metropolitan Area SFRA.

The Leesburg Maneuvering Area is the area defined as within the DC SFRA and is the airspace around the Leesburg Executive Airport (JYO) from the surface to the floor of the Class B airspace, bounded by a line beginning at the Washington DCA VOR-DME 299° radial at 30 NM 39°01'39.1"N, 77°36'26.7"W, thence clockwise along the DCA 30 NM arc to the 39°12'42"N, 77°29'00"W or the Armel AML VOR-DME 004° radial at 16.6 NM, thence south via a line drawn to the 39°03'09"N, 77°28'37"W or the AML VOR-DME 004° radial at 10.0 NM, thence counterclockwise along the AML 7 NM arc to the AML 331° radial at 7 NM 39°01'39.3"N, 77°32'53.9"W, thence east via a line drawn to the point of beginning.

Pursuant to 49 USC 40103(b), the Federal Aviation Administration (FAA) classifies the Washington DC Metropolitan SFRA/FRZ as "National Defense Airspace". Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by law enforcement/security personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements or any special instructions or procedures announced in this NOTAM:

A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airman certificates; or
B) The pilot may be subject to criminal charges, including charges under Title 49 of the United States Code, Section 46307; or
C) The United States Government may use deadly force against an airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

All VFR aircraft operations within the airspace between the 30 NM radius and 60 NM radius of 38°51'34"N, 77°02'11"W or the Washington DCA VOR-DME, shall operate at or below 2,500 feet MSL, at 200 knots or less indicated airspeed or 200 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations prior to entering the 60 NM radius of the Washington DCA VOR-DME.

Special Awareness Training for the Washington DC Metropolitan Area 14 CFR Part 93 Section 91.161 requires any pilot who flies under VFR within a 60 nautical mile radius of DCA VOR-DME to complete the "Washington DC Special Flight Rules Area (SFRA)" training. This training has been developed and is provided by the FAA on its www.FAASafety.gov website. See NOTAMs.

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations from the surface to but not including Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact Flight Service for NOTAM information prior to flight in the Washington DC Metropolitan Area.

ATC Communication Required All Altitudes Prior to Entry

SFRA EAST
132.775 350.325
(See FAASafety.gov for SFRA online pilot training and education.)

SFRA WEST
127.325 236.775
(See FAASafety.gov for SFRA online pilot training and education.)

SFRA SOUTH
125.125 291.775
(See FAASafety.gov for SFRA online pilot training and education.)

CAUTION
WHEN OVERFLYING THE CLASS B AIRSPACE, BE ALERT FOR NUMEROUS HIGH PERFORMANCE AIRCRAFT EXITING THE TOP OF THE CLASS B AIRSPACE AT 10,000' AND ABOVE

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REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; or 2) when specifically authorized by a special regulation issued by the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines 2,000 feet above the surface or an altitude from which a safe landing can be made in the event of an engine failure or safety. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

NOTICE
Special awareness training required within 60 NM of DCA VOR-DME. See description.

SHOESTRING AVIATION AIRFIELD (8P2)

CARROLL COUNTY RGNL/ JACK B POAGE FLD (DMW)

CLEARVIEW AIRPARK (2W2)

FREDERICK MUNI (FDK) VOR-DME FDK 116.85

CAUTION: High volume rotary and fixed wing aircraft training surface to 3500' MSL

EASTERN WV RGNL/ SHEPHERD FLD (MRB)

MRB 112.1

HARPERS FERRY

IJAMSVILLE (Pvt)

BURRHANS MEML (PvT)

WASHINGTON DC METROPOLITAN AREA SFRA

WOOLLY GAME

STUDENT PRACTICE AREA

WINCHESTER RGNL (OKV)

SUGAR LOAF MT 1282

DAVIS (W58)

MONTGOMERY COUNTY AIRPARK (GAI)

CAUTION: HEAVY CONCENTRATION OF VFR TRAFFIC/IN VICINITY OF MONTGOMERY COUNTY AIRPARK AND IN STUDENT PRACTICE AREA

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone (See description)

Rosburg Maneuvering Area Surface to floor of Class B (See description)

LEESBURG EXEC (JYO)

FRONT ROYAL-WARREN COUNTY (FRR)

LDN 114.3

ATC Communication Required All Altitudes Prior to Entry

SFRA WEST
127.325 236.775
(See FAASafety.gov for SFRA online pilot training and education.)

WASHINGTON DULLES INTL (IAD)

CAUTION: EXTENSIVE HELICOPTER TRAFFIC 1200' AGL & BELOW

VOR-DME AML 113.5

WOLF TRAP FARM PARK

WARNING AVOID PROHIBITED AREA P-56

GTN 323

COLLEGE PARK (CGS)

FREEWAY (W00)

PENTAGON AHP (JRN)

VOR-DME DCA 113.0

CAPITOL ST (9W)

CAUTION: HEAVY CONCENTRATION OF MILITARY OPERATIONS AT/JOINT BASE ANDREWS

NO SVFR RONALD REAGAN WASHINGTON NTL (DCA)

NO SVFR JOINT BASE ANDREWS (ADW)

VORTAC ADW 113.1

SPECIAL NOTICE
SPECIAL AIR TRAFFIC RULES (14 CFR PART 93) FOR FLIGHT OPERATIONS IN THE VICINITY OF WASHINGTON DULLES INTERNATIONAL AIRPORT (IAD). SFRA/FRZ SVFR TO 1000' MSL. SEE PART 93 - SUBPART S FOR HELICOPTER AND POWER-DIV-LIFT RESTRICTIONS.

WOK 332

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations from the surface to but not including Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact Flight Service for NOTAM information prior to flight in the Washington DC Metropolitan Area.

MANASSAS RGNL/ HARRY P DAVIS FLD (HEF)

CSN 116.3

STUDENT PRACTICE AREA

WARRENTON/ FAUQUIER (HWY)

CULPEPER RGNL (CJR)

MSQ 351

R-6608A SURFACE TO 10,000 DEMO 2 MOA R-6608B R-6608C

DEMO 1 & 3 MOAs

QUANTICO MCAF (TURNER FLD) (NYG)

(Pvt) LANSEAIR FARMS

STUDENT PRACTICE AREA

STAFFORD RGNL (RMN)

(Pvt) DOGWOOD AIRPARK

BRV 114.5

ORANGE COUNTY (OMH)

EZF 237

SHANNON (EZF)

(Pvt) POWHATAN

WALKER MOA

DAHLGREN NSF (NDY)

ATC Communication Required All Altitudes Prior to Entry

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations from the surface to but not including Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact Flight Service for NOTAM information prior to flight in the Washington DC Metropolitan Area.

R-6612

R-6611 A & B

R-6613 A & B

ST MARY'S COUNTY RGNL (2W6)

PATUXENT APP 120.05 ABOVE 3500' 121.0/3000'& BELOW

PATUXENT APP 127.95

PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)

CONTACT PATUXENT APPROACH PRIOR TO ENTERING

R-4007

(Pvt) CHESAPEAKE RANCH

R-4005

R-4002

RESTRICTED R-4005
EXCLUDES R-4002 & R-4005
CONTACT PATUXENT APPROACH PRIOR TO ENTERING

CAUTION: High volume rotary and fixed wing aircraft training surface to 2000' MSL

ATC Communication Required All Altitudes Prior to Entry

CHOPTANK RIVER

(Pvt) RAGGED ISLAND

CAMBRIDGE-DORCHESTER RGNL (CGE)

PATUXENT APP 127.95

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone (See description)

POWER PLANT

PATUXENT RIVER

WHITING GATE

SRUBY GATE

PATUXENT APP 120.05 ABOVE 3000 121.0 3000 & BELOW

DCA-VOR-DME-60 NM

DCA-VOR-DME-30 NM

MODE C & ADS-B OUT 30 NM

MODE C & ADS-B OUT 60 NM

BELOW 3500

BELOW 2500

BELOW 4500

BELOW 3000

BELOW 1500

BELOW 2000

AML 20 NM

AML 15 NM

AML 12 NM

AML 7 NM

DCA 10 NM

DCA 15 NM

DCA 20 NM

ADW 10 NM

ADW 15 NM

ADW 20 NM

BAL 20 NM

BAL 15 NM

BAL 12 NM

BAL 7 NM

BAL 25 NM

SUSQUEHANNA RIVER

WASHINGTON TRI-AREA CLASS B

LOCH RAVEN RESERVOIR

FALLSTON (W42)

FOREST HILL (Pvt)

HARFORD COUNTY (8W3)

CLAREMONT (58M)

HAVRE DE GRACE

HAVRE DE GRACE (M96)

PHILLIPS AAF (APG)

SASSAFRAS RIVER

WEIDE AHP (ABERDEEN PROVING GROUND) (EDG)

R-4001 A SURFACE TO UNLIMITED

R-4001 B SURFACE TO 10,000

CAUTION: BALLOON ON CABLE TO 5000' MSL SEE NOTAMS

RESTRICTED AREAS R-4001A, B & C ARE EXCLUDED FROM CLASS B AIRSPACE WHEN ACTIVE

MASSEY AERODROME (MD1)

TV HILL

ELLICOTT CITY

FND 371

MARTIN STATE (MTN)

PIER 7 (4M0)

ESSEX SKYPARK (W48)

SPARROWS POINT

NO SVFR BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

VORTAC BAL 115.1

BALTIMORE

SFC

LAUREL

FORT MEADE EXEC (FME)

KENNERLEY (Pvt)

ROCK HALL

MYLES LANDING (Pvt)

GOODEN AIRPARK (RJD)

BAY BRIDGE (W29)

KENT NARROWS BRIDGE

KENTMORR AIRPARK (3W3)

EASTERN BAY

CHESAPEAKE BAY

STUDENT PRACTICE AREA

EASTON/NEWNAM FLD (ESN)

SFRA EAST
132.775 350.325
(See FAASafety.gov for SFRA online pilot training and education.)

N39°23.51' W76°20.65'

N39°14.26' W76°16.06'

ATC Communication Required All Altitudes Prior to Entry

SEE *FLYWAY NOTE

LEE (ANP)

VPOOP

VPAXI

VPONX

GRAVEL GUT

SEVERN RIVER

SEVERN RIVER

Lake Marburg

Prettyboy Reservoir

Liberty Reservoir

LIBERTY ROAD RES BRIDGE

Loch Raven Reservoir

Lake Lightning

Lake Roland

Druid Lake

Little Severn

Triadelphia Reservoir

Little Seneca Lake

Lake Manor

Lake Needwood

Lake Frank Coleman

Rocky Gorge Reservoir

Duckett Creek Reservoir

Beaverdam Creek Reservoir

Occoquan Reservoir

Lake Jackson

Burke Lake

Lake Manassas

Lake Pelham

Lake of the Woods

Rocky Pen Run Reservoir

Hunting Run Reservoir

Id River Reservoir

Fawn Lake

Lunga Reservoir

Piscataway Creek

Mattawoman Creek

Gwynns Falls/ Leakin Park

Gwynns Falls Trail

Jones Falls

Jones Falls Expressway

Herring Run

Chester River

Fishing Bay

Wicomico River

Nanticoke River

Marshyhope Creek

Choptank River

Tuckahoe Creek

Choptank

Chesapeake

Sassafras River

Bush River

Gunpowder River

Middle River

Back River

Patapsco River

Magothy River

Severn River

Rhode River

South River

Broad Creek

Mill Creek

Eastern Bay

Harris Creek

Tred Avon River

Wye East River

Wye River

Miles River

Eastern Bay

Kent Narrows

Kent Island

Bay Bridge

Chesapeake Bay

Potomac River

Anacostia River

Rock Creek

Piney Run Reservoir

Liberty Reservoir

Loch Raven Reservoir

Prettyboy Reservoir

Lake Roland

Druid Lake

Little Severn

Triadelphia Reservoir

Little Seneca Lake

Lake Manor

Lake Needwood

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Duckett Creek Reservoir

Beaverdam Creek Reservoir

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Middle River

Back River

Patapsco River

Magothy River

Severn River

Rhode River

South River

Broad Creek

Mill Creek

Eastern Bay

Harris Creek

Tred Avon River

Wye East River

Wye River

Miles River

Eastern Bay

Kent Narrows

Kent Island

Bay Bridge

Chesapeake Bay

Potomac River

Anacostia River

Rock Creek

Piney Run Reservoir

Liberty Reservoir

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